

R E M A R K S

By this Amendment claims 1-7 have been amended to improve their presentations. Entry is requested.

In the outstanding final Office Action the examiner has rejected claims 1, 2, 5 and 6 under 35 U.S.C. 103(a) as being unpatentable over Bastholm et al. in view of Weimer et al., and he has stated that claims 3, 4 and 7 are objected to as being based on a rejected base claim, but contain allowable subject matter.

The applicant thanks the examiner for his indication of allowable subject matter, but continues to believe that the examiner's prior art rejection of claims 1, 2, 5 and 6 is not reasonable and requests withdrawal.

Weimer et al. relate to a direct current aircraft electrical energy distribution apparatus based on a plurality of electrical energy storage devices located at selected distribution locations disposed throughout the aircraft. As discussed in the introductory part of Weimer et al., the storage devices are "super capacitors." As stated in column 3, line 43, Weimer et al. deal with the concept of a coupling circuit providing energy transfer between the changing voltage of a "super capacitor" storage element and the aircraft bus. Weimer et al. store the energy from the generator/alternator 104 "super capacitors" via a battery 128. The aircraft wing flap position motors 106 and 108 are fed from the "super capacitors" 120, 122. This is something totally different from Bastholm et al. involving mains voltage from a power station. The voltage from the

battery 128 is direct current without ripples. To draw energy from a capacitor one has to vary the voltage and that is what the electrical energy flow-controlling circuit coupling of Weimer et al. relates to. With a steady voltage over a capacitor, it is not possible to draw energy from it.

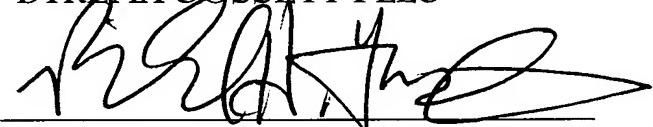
There is no reasonable basis to combine Weimer et al. with Bastholm et al.

Favorable reevaluation is requested.

Respectfully submitted,

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